



UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
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YUMA, ARIZONA 85369-9100

StaO P5510.13A
3CA
109 JAN 2001

STATION ORDER P5510.13A

From: Commanding Officer, Marine Corps Air Station, Yuma
To: Distribution List

Subj: FLIGHT LINE SECURITY AND SAFETY PROGRAM

Ref: (a) OPNAVINST 5530.14B
(b) MCO 5500.14A
(c) NAVAIR 00-80T-114
(d) StaO P3710.4J

Encl: (1) Flight Line Restricted Area (FLRA)
(2) Flight line vehicular traffic, access request, and vehicle passes
(3) Flight Line Security Badging System (FLSBS)
(4) Barrier Plan
(5) Restrictions based on THREATCONs

1. Purpose. To establish access and operating procedures, security and safety measures, and indoctrination training designed to provide a level of protection for the Flight Line Restricted Area (FLRA), which is hereby designated a Limited Area as defined by reference (a).

2. Cancellation. StaO 5510.13

3. Revision. This Order has been substantially revised and should be completely reviewed.

4. Background

a. The Flight Line Security and Safety (FLSS) Program is required to provide security and safety for all transient and permanent personnel, aircraft and facilities, aboard Marine Corps Air Station (MCAS) Yuma. Any potential threat, incident, accident or incursion necessitates establishment of security and safety measures to protect personnel, preserve aircraft, ground support equipment, and airfield facilities; all of which are vital for accomplishment of assigned missions. The FLSS Program enables MCAS to provide a positive safety and security posture for the flight-line, allowing for increased positive security measures and safety controls commensurate with increased threats/risks to the installation.

b. As outlined in reference (b), Military Police, in coordination with Airfield Operation Personnel, are essential to perform this mission; accordingly, these personnel are not designed to replace existing interior guard forces that may be required to protect airfield resources.

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When deemed necessary to maintain personnel for internal security type missions: i.e., armory guards, security of classified material, increased threat condition, etc., the commander is responsible for the protection of those resources using organic assets. Military police, however, will continue to respond to requests for assistance, which includes emergency response to internal security crisis/problems when warranted. Likewise, Operation's personnel will continue to provide all airfield, aircraft, and aviation ground support services, whether routine or emergency in nature.

c. Access control to restricted areas is required to prevent unauthorized entry of personnel and vehicular traffic. Specific measures shall be developed to provide appropriate access controls to protect personnel and high value equipment through all phases of the threat spectrum. The installation commander is responsible for establishing the threat condition and designating the level of access control for all areas designated as restricted areas.

5. Action

a. Tenant Commanders

(1) The Commanding Officers of all units stationed at or deployed to MCAS Yuma will ensure that personnel assigned to duties involving access to the FLRA are familiar with this Order and comply with its contents.

(2) Forward all requests for FLRA access to the Provost Marshal.

(3) Appoint, in writing, an Officer/SNCO to act as the unit access control authority for restricted area access of personnel within the command. This individual will act as the liaison with Physical Security Military Police (MP) for the FLSBS. This can be the antiterrorism/force protection officer (AT/FP).

(4) Ensure that command security programs are integrated into the overall installation physical security plan and support the flight line security (FLS) program.

b. MCAS Yuma Operations Officer

(1) Per reference (d), designate vehicle parking and restricted areas on or adjacent to the flight line.

(2) Establish personnel and vehicle access control points for the FLRA, enclosure (1).

(3) Review plans for establishment of aircraft parking areas.

(4) Overall security posture of the FLRA.

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(5) Coordinate safety measures for the FLRA.

(6) Designated as Issuing Authority (IA) for airfield vehicle passes, enclosure (2).

(7) Provide planning, procedures, personnel, equipment and training for safe ground access on the airfield.

(8) Direct all personnel requesting access to the fire lane to report to PMO Bldg. #916 for security approval and issuance of a FLSB. Vehicle access for the FLSBS will not be approved without authorization from the Operations Officer or his designated representative. Requests for airfield access will not be approved unless a valid FLSB is presented.

(9) Issue point for vehicle passes, enclosure (3).

(10) Conduct airfield operators indoctrination training in accordance with reference (c) and submit to PMO, a roster of personnel authorized to drive in the FLRA.

c. MCAS Yuma Provost Marshal

(1) Designated as the Issuing Authority (IA) for the flight line security badge system (FLSBS), enclosure (3), per reference (b).

(2) Coordinate security measures for the FLRA with the station Operations Officer and tenant commanders.

(3) Provide enhanced security measures and planning for security forces to employ in response to increased threat conditions, enclosures (4) and (5).

(4) Direct all personnel requesting access to the fire lane, aircraft parking ramps, taxiways, runways and all areas adjacent to aircraft movement areas, to Operations Bldg. #153 for approval and airfield indoctrination.

(5) Enter vehicle access authority into the Automated Entry Control System (AECS) for authorized personnel. Only personnel who receive airfield operation indoctrination training will be given access to vehicle gates.

(6) Provide constant surveillance of the FLRA to include coordination for augmentation forces as required.

(7) Conduct annual physical security surveys on FLRAs

6. Concurrence. The Commanding Officers of MAG-13, MWSS-371, VMFT-401, MAWTS-1, MACS-1 and CSSD-16 concur in, and make this directive applicable

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to all units located at, or visiting MCAS Yuma.

7. Certification. Reviewed and approved this date.



MARK E. CONDRA

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FLIGHT LINE RESTRICTED AREA (FLRA)

1. The Commanding Officer, MCAS Yuma, is responsible for designating restricted areas aboard the installation. Tenant organizations are responsible to the Commanding Officer, MCAS Yuma for additions, deletions and changes to restricted area listings. Restricted areas will be posted in accordance with reference (b).
2. Restricted area warning/advisory signs established along the perimeter will identify the FLRA. Barriers will be placed in a manner as to channelize access to the flight line restricted area through designated entry control points. In addition, the following areas are designated as restricted areas:
 - a. The flight line apron encompassed by the flight line perimeter security fence line.
 - b. The Fuel Farm.
 - c. The Weapons Storage Site.
 - d. The Transceiver Site.
3. The following rules/guidelines are established for the FLRA:
 - a. The entire flight line is designated as a level two restricted area, defined as, an area that contains interests which if lost, stolen, compromised, or sabotaged would cause serious damage to the command mission.
 - b. Entry into the FLRA is authorized only at designated Entry Control Points (ECP), pedestrian or vehicle, per enclosure (1).
 - c. These Entry Control Points will be monitored and controlled by the Provost Marshal's Office using a system of barriers, cameras, turnstiles, and vehicle gates. Enrollment of all personnel requiring access to the FLRA into the Automated Entry Control System (AECS) is the responsibility of the Provost Marshal's Office. Enclosure (3) applies.
 - d. Cameras and photography of an unofficial nature are prohibited in the restricted area, unless approved by the responsible Squadron's Commanding Officer.
 - e. Badges/Military Identification must remain in the custody of the individual at all times while within the perimeter of the restricted area. Badges will be removed from the uniform when outside the restricted area. Personnel will not be required to display a FLSB when in the proximity of operating aircraft engines or on the flight line side of the fire lane during flight operations.

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f. Military family members may be admitted to conduct official business upon presentation of a valid identification card (DD 1173) in conjunction with the sponsoring unit providing an escort. Visitors will not be granted unescorted access within the perimeter of the restricted area.

g. Squadrons will be responsible for primary security within their portion of the FLRA during working hours, and will notify PMO when operations have ceased within their respected area of operation.

h. After normal working hours, weekends and holidays and anytime a squadron secures operations, Military Police will assume primary responsibility for the security of that squadron area.

i. The Provost Marshal, upon the direction from the Commanding Officer, MCAS Yuma, will waive the access control measures during special events (WTI, ceremonies, air shows, etc.) providing that additional security measures are taken during the event.

j. Parking of privately owned vehicles (POV's) within or adjacent to the flight line restricted area is prohibited. A clear zone of ten feet on the inboard and outboard side will be maintained along the perimeter length of the flight line fence line.

k. Changes to the flight line perimeter security fence line or the erection and/or removal of security barriers within the flight line restricted area are not authorized without the specific approval of the Provost Marshal.

4. Squadron personnel will enforce the FLRA security rules by exercising the following procedures:

a. Report all unauthorized personnel loitering within the squadron area to squadron supervisors. Squadron supervisors will immediately report such persons to Military Police at extension 2205 or 2361.

b. Challenge any or all personnel entering the FLRA without an authorized FLRB.

c. Make a reasonable effort to detain for Military Police, anyone who violates the restricted area rules, and is determined by the Group/Squadron to warrant further investigation/processing.

5. Access

a. Immediate access will be granted to emergency vehicles responding to actual emergency calls within the FLRA. Emergency vehicles are ambulances, fire trucks, military police vehicles, crash trucks, Landing Signal Officer vehicles and explosive ordnance disposal vehicles. Such vehicles should not be impeded, and security personnel will render

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assistance as required.

b. Requests for all vehicle access to the FLRA will be submitted to the airfield operations department via enclosure (2). Station Operations will provide a copy of vehicles authorized to operate in the FLRA to PMO. All vehicles operating in the FLRA will be clearly marked with a flight line access vehicle pass, enclosure (2), on the windshield of the vehicle. Location of the pass will be taped on the inside upper right corner located on the passenger side of the vehicle with the authorization side clearly visible from outside the vehicle.

c. Tenant commands at the squadron level and higher will appoint in writing an Access Control Officer/Badge Control Officer who will:

(1) Submit to the Provost Marshal a roster listing all individuals authorized to access that unit's FLRA through the pedestrian access points. Personnel requiring access through vehicle gates will be required to obtain authorization from station operations. (GSE vehicles do not apply unless access through a vehicle gate will be required).

(2) Immediately report to the Provost Marshal, any situation that requires an individual access to be denied and deleted from the database. Actions to deny access must be in writing from the Commanding Officer. This can be done verbally to expedite control of the FLRA, but must be followed up in writing within two business days.

d. Vehicle access points will be limited to gate #1, #2, #3, Parks Ave., and Hamilton St. All vehicle gates will be accessible for emergency vehicles under THREATCON Normal and Alpha. Refer to enclosure (4) for additional guidance.

e. Pedestrian access points will be accessible by authorized personnel at all gates under THREATCON Normal. Turnstiles will free-wheel from 0500 to 2000 Monday through Friday. At all other times, individuals will be required to swipe the card reader to gain access. Refer to enclosure (4) for additional guidance.

ENCLOSURE (1)

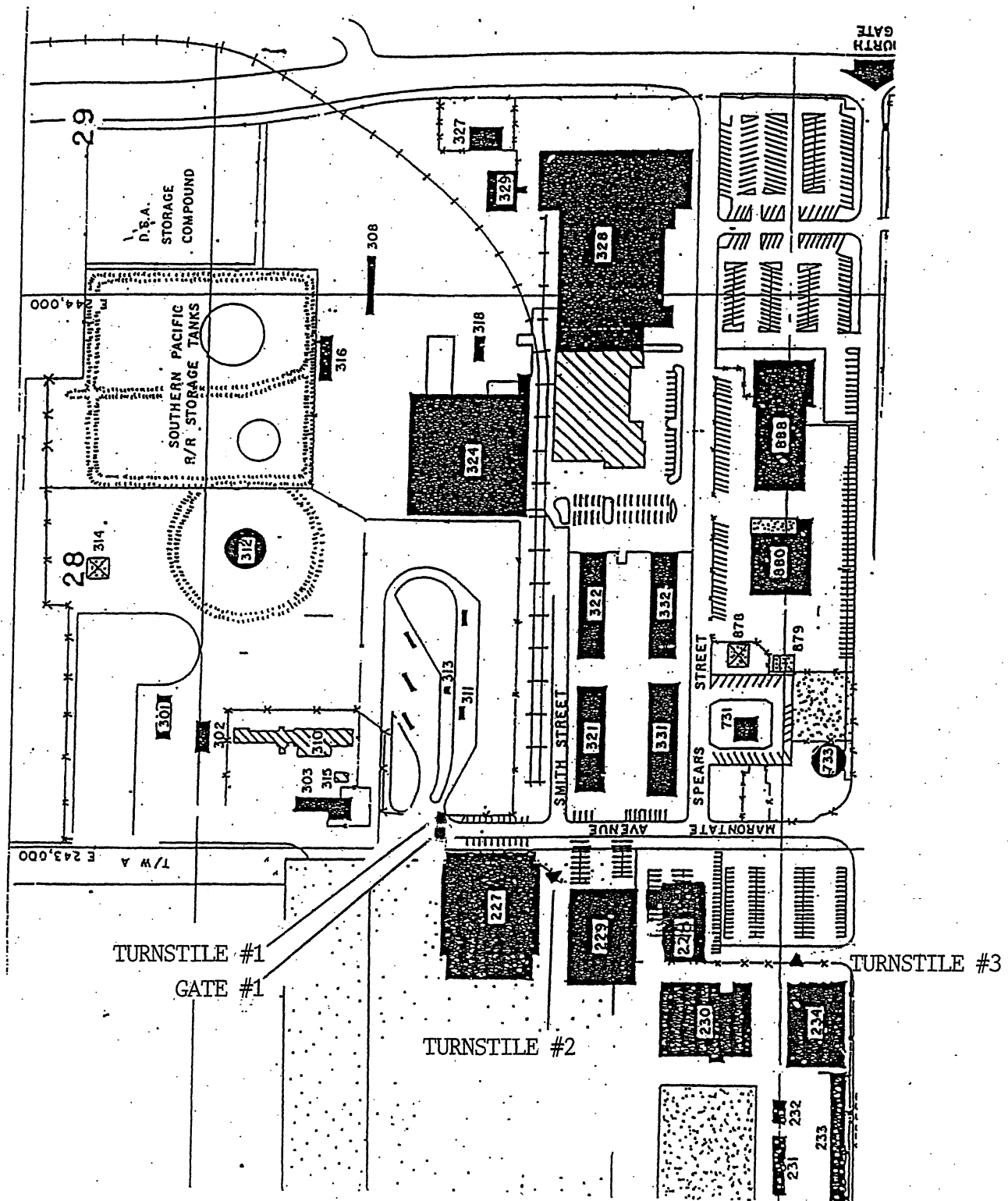
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FLIGHT LINE SECURITY SYSTEM LOCATOR

ENTRY CONTROL POINT	LOCATION
TURNSTILE 1	FUEL FARM
GATE #1	FUEL FARM
TURNSTILE 2	BLDG 227/229
TURNSTILE 3	BLDG 234
TURNSTILE 4	BLDG 220
GATE #2	BLDG 215
TURNSTILE 5	BLDG 203/212
TURNSTILE 6	BLDG 146/200
TURNSTILE 7	BLDG 149
TURNSTILE 8	BLDG 150
TURNSTILE 9	BLDG 109
GATE #3	BLDG 112
TURNSTILE 10	BLDG 103
TURNSTILE 11	BLDG 101
TURNSTILE 12	BLDG 97
PARKS AVENUE GATE	PARKS AVENUE
HAMILTON ST GATE	HAMILTON ST

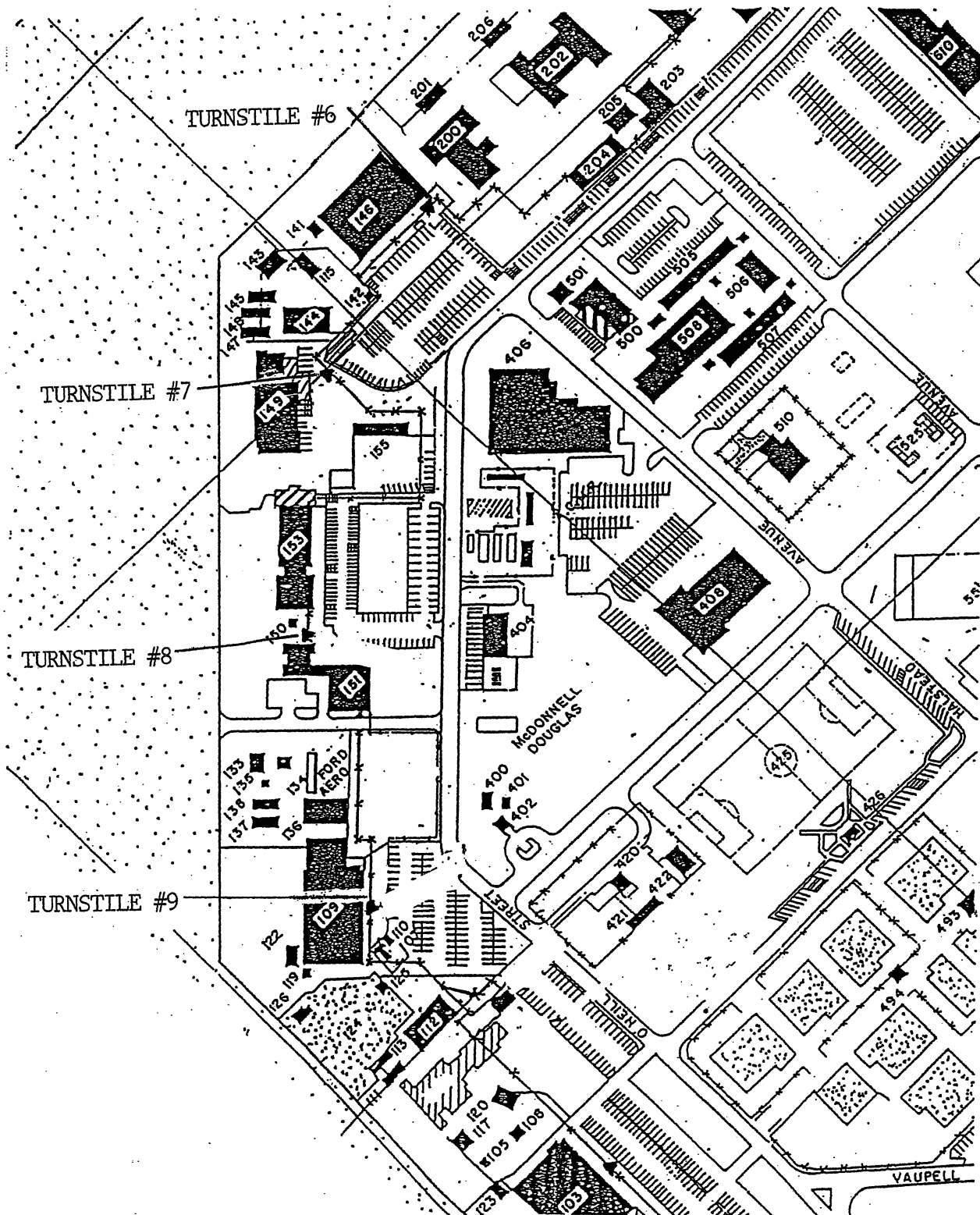
ENCLOSURE (1)

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FLIGHT LINE RESTRICTED AREA MAP

ENCLOSURE (1)

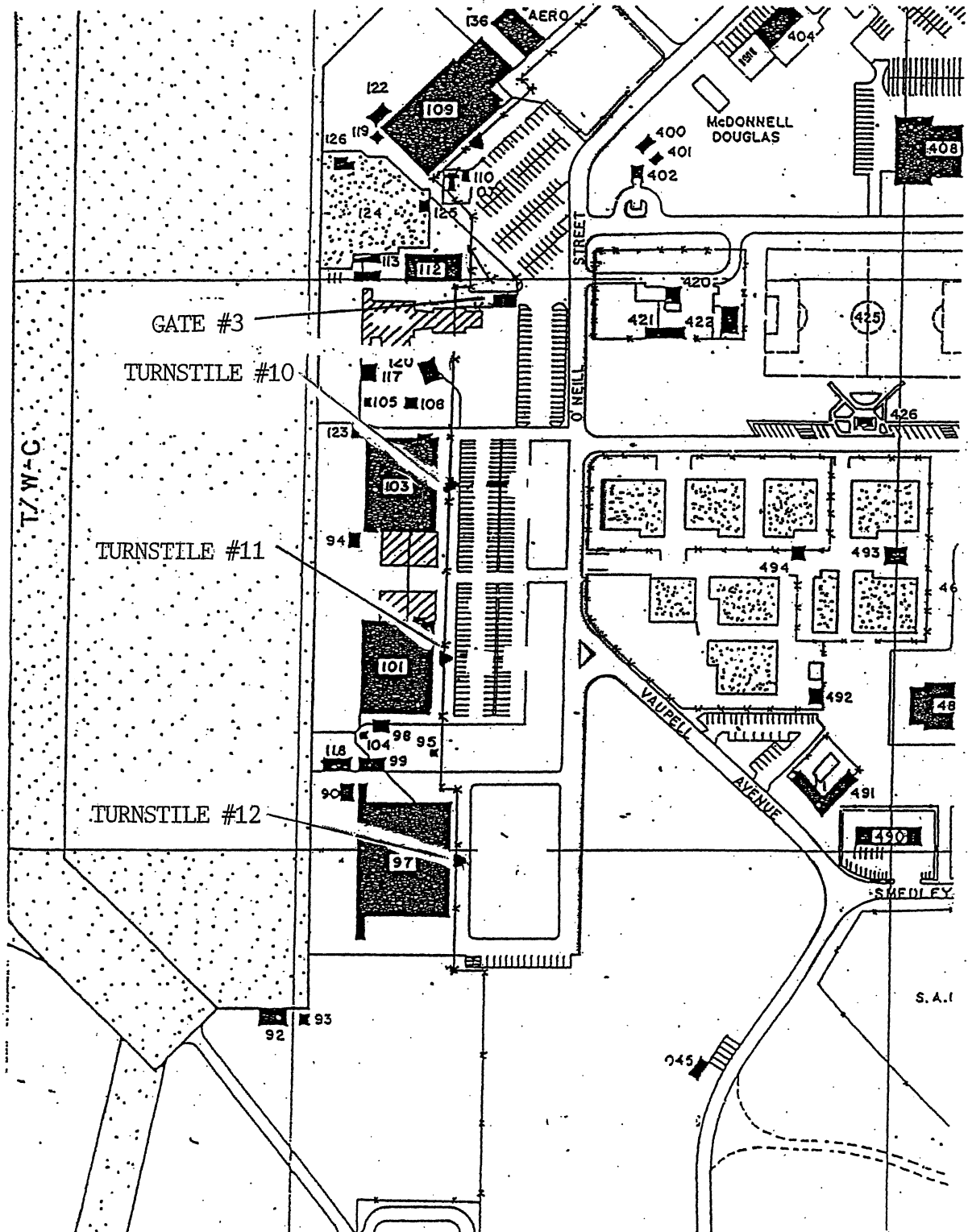
FLIGHT LINE RESTRICTED AREA MAP



ENCLOSURE (1)

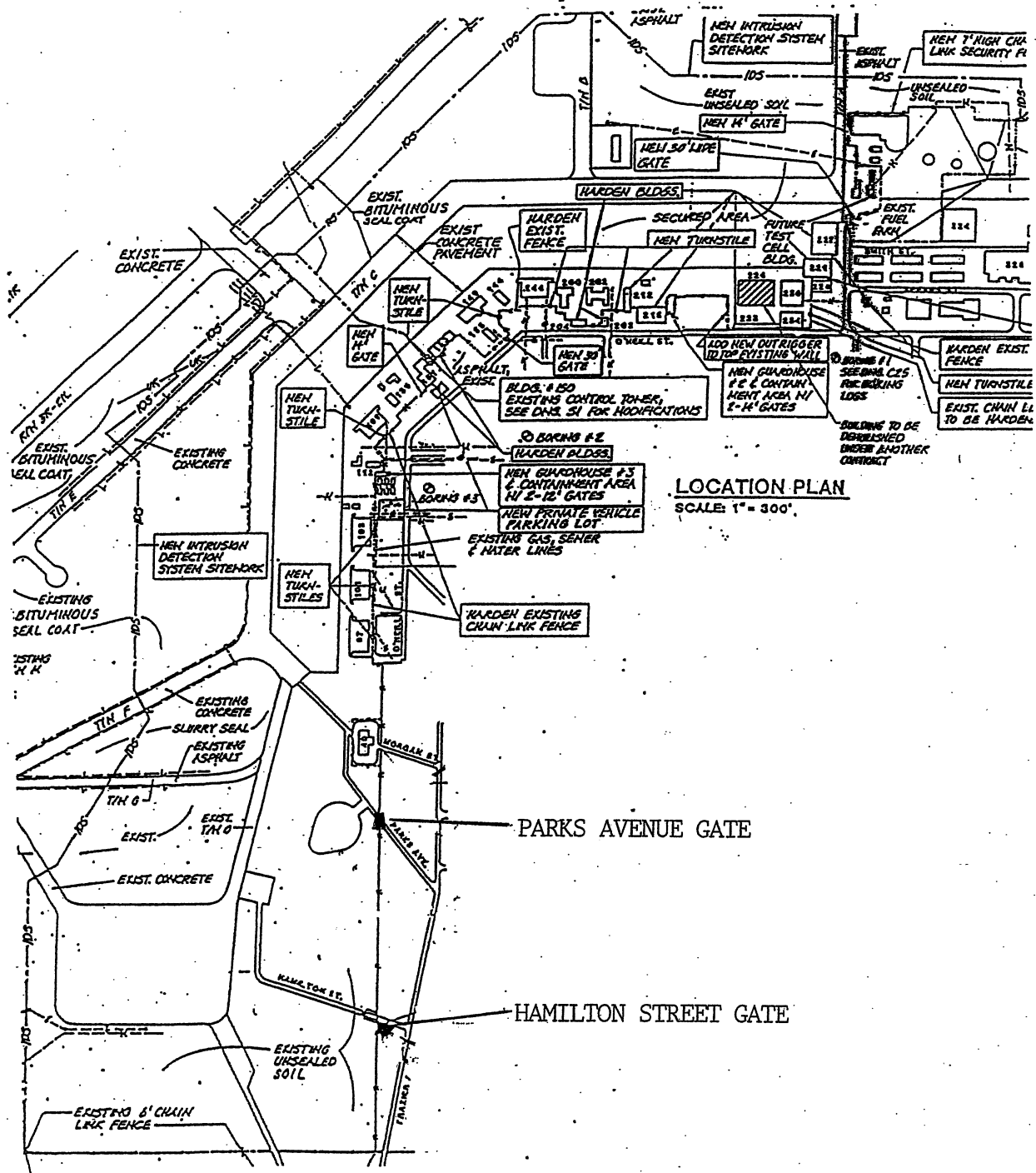
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FLIGHT LINE RESTRICTED AREA MAP



ENCLOSURE (1)

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FLIGHT LINE RESTRICTED AREA MAP

ENCLOSURE (1)

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FLIGHT LINE VEHICULAR TRAFFIC

1. The Airfield Operations Officer has established an airfield vehicle operator's indoctrination course in accordance with reference (c), which shall be attended initially, then annually thereafter, by personnel assigned as airfield vehicle operators (including ground support equipment operators). Attendance at the course shall be documented, and forwarded to the physical security office for enrollment into the AECS.
2. Local rules have been established which minimize vehicular traffic in the FLRA. Unnecessary vehicular traffic on aircraft operating areas is a safety and FOD hazard.
3. All vehicles operating on, or adjacent to, taxiways and runways shall be radio equipped or escorted by radio equipped vehicles. Vehicles shall receive a specific clearance from the control tower prior to operating on or near runways and designated VTOL/helo landing areas. Light signals shall not be used for controlling vehicles except when the control tower experiences an outage of radio equipment.
4. All vehicles not regularly used on the airfield shall carry a three (3) foot square flag attached to a staff and flying above the vehicle or be equipped with an amber rotating beacon whenever operations on aircraft operating areas are necessary. Flags shall consist of a checkered pattern of international orange and white squares not less than 1 foot on each side.
5. As outlined in reference (d), vehicle operators shall perform a vehicle FOD inspection before proceeding through any Entry Control Point. Violators will be issued a minor offense report (MOR) detailing the incident. Copies of this report will be forwarded to the appropriate unit for action, with a copy provided to the Operations Officer.
6. Airfield vehicle operators' indoctrination training information is available at Operations Bldg. #153, Flight Clearance Office, x2326, during normal working hours. Training is required for all personnel requiring access to the FLRA
7. Vehicles operating on and beyond the fire lane, not displaying a valid windshield pass and/or operators who have not attended the airfield indoctrination course will be stopped and PMO notified. PMO will issue the operator a MOR and escort them off the airfield. Further access to the FLRA will be denied.

ENCLOSURE (2)

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FLIGHT LINE ACCESS REQUEST

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Flight Line Access Request

MCAS Yuma Sponsor

Company/Unit

Name

Rank/Title

SSN #

Phone #

Cell Phone #

P.O.C.

Reason for Flt Line Access

Issue Date

Expiration Date

Vehicle Make

Vehicle Model

Vehicle License #

State

Former Expiration Date

New Expiration Date

Driver Name 1

Drv1 SSN

Driver Name 3

Drv3 SSN

Driver Name 2

Drv2 SSN

Driver Name 4

Drv4 SSN

ISSUED BY

MULTI-PASSES ISSUED

ENDORSEMENTS

1. Sponsoring Activity / P.O.C.

P.O.C.1

Phone1

2. Provost Marshal, Physical Security Section, Bldg 916, Rm 108:

Airfield Access via Gate(s):

Badge #

Days/Hours Authorized

PROVOST MARSHALL

Phone2

Authorizing Signature

3. Provost Marshall, Pass & ID Section, Bldg 952 (if necessary):

PROVOST MARSHALL

Phone3

Decal #

Authorizing Signature

4. Airfield Operations Department, Bldg 153

Airfield DOC given on

New Pass #

Issue Date

Equipment Issued (if nec)

Callsign Assigned (if nec)

Authorizing Signature

ENCLOSURE (2)

FLIGHT LINE PASS

**New Pass #**

HANGARS FIRELANE TAXIWAYS

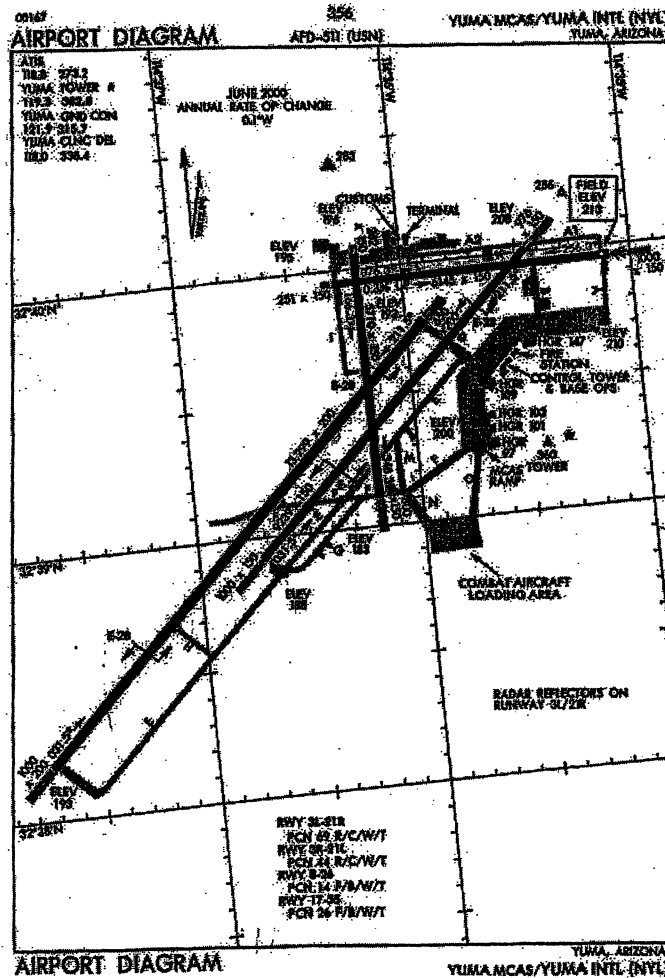
AIRCRAFT PARKING RAMP RUNWAYS GATES

Expiration Date

Drv3 SSN

Drv4 SSN

AUTHORIZING SIGNATURE
BASE OPS # 2326/2077



NOT VALID WITHOUT A STAMP

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FLIGHT LINE SECURITY BADGE SYSTEM (FLSB)

1. A badging system will be established along with the use of Military Identification Cards to provide overall personnel control system for access to the FLRA perimeter. The badge system will provide a visible means to identify and allow personnel access to authorized areas and to deny access to unauthorized areas. Upon the loss of any badge or Military ID, it must be reported and replaced immediately.
2. The Provost Marshal will be responsible for the following:
 - a. Design and procure serialized badge forms.
 - b. Issue FLSB's and badge forms to designated issuing authorities as needed/directed.
 - c. Initializing/photographing, laminating and encoding all issued FLSB's at the Physical Security Office, Bldg. #916.
 - d. Coordinate with Station Operations for the issue and control of FLSB's for maintenance/contractor personnel who require access to the FLRA.
 - e. Maintain a supply of FLSB's in reserve for issue in the event of an emergency, to initiate an additional system, or to reissue a system in the event of a loss factor.
 - f. Maintain records concerning issuance, loss, recovery, and destruction of all FLSB's. Additionally maintain a record of all personnel denied access by Commanding Officer.
3. Commanders will be responsible for the following:
 - a. Sole approving authority for squadron personnel who require access to the FLRA.
 - b. Designate, in writing, a Badge Control Officer who will act as the authority for that command in reference to the FLSB system.
 - c. Report to the Provost Marshal each occurrence of a lost/stolen FLSB and each recovery of a previously reported lost/stolen FLSB within twenty-four hours.
 - d. Coordinate with station Operations Officer for vehicle access authorization. Personnel authorized to drive vehicles within the FLRA will be required to receive training for vehicle operation while in the FLRA.
4. Personnel who receive FLSB's for admittance to the FLRA perimeter will:

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be required to:

a. Maintain adequate safeguards to prevent loss or theft of the FLSB's. FLSB's will not be left unsecured at any time.

b. Personnel who are accessing the FLRA using a vehicle are required to conduct a FOD check prior to swiping their FLSB. After the gate retracts, the driver shall pull completely through the access point. It is the responsibility of the driver to stop after entering or exiting the FLRA and observe the gate completely close in order to prevent unauthorized access to the FLRA.

c. Immediately report the loss or theft of a FLSB to your supervisor and Badge Control Officer.

d. Turn in your FLSB upon transfer or when access to the FLRA perimeter is no longer required.

5. Squadron supervisory personnel will be responsible to:

a. Report, in detail, the loss, theft, or misuse use of FLSB's to the respective Badge Control Officer.

b. Ensure FLSB's are recovered when personnel are transferred or when access to the FLRA's is no longer required. This may be accomplished through the use of check-in/checkout sheets.

6. The following guidelines will be followed for the Lost/Stolen FLSB:

a. A Minor Offense Report (MOR), detailing the incident will be forwarded to the issuing authority (IA) of the issuing unit for review, evaluation, and appropriate action, with a copy provided to the Provost Marshal.

b. In the event that a blank FLSB is lost/stolen, an entry will be made in the FLSB logbook as though the badge had been issued. The Provost Marshal will initiate an inquiry surrounding the lost or stolen badge(s) and insure the cancellation of access authority in the AECS.

c. The words "lost" or "stolen" will be written in red ink over the badge logbook entry.

7. The following guidelines will be followed for the Recovery of FLSB:

a. FLSB will be recovered whenever the holder's status changes and the access to the FLRA perimeter is no longer required or upon reassignment.

b. Mutilated or defaced FLSB will be recovered and replaced as needed.

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c. Any FLSB, which is found, unsecured or is received via the U.S. Postal System or other means will be returned to the IA with a report of the circumstances of its arrival. If the FLSB holder still rates the FLSB, and has not yet been issued a replacement, the found FLSB may be reissued to the individual. Otherwise, FLSB will be destroyed and not returned to the IA.

8. Issuing of FLSB to contractors and delivery personnel

a. Vehicle access

(1) Contractors and delivery personnel (CDP) who only require infrequent vehicle access to the FLRA perimeter will be required to report to Station Operations for access. Infrequent access is considered to be one time or only on very limited occasions, usually at the request of station operations. All personnel who require access to the FLRA will be issued a FLSB for the duration of time they are required to perform assigned duties only. The FLSB holders will also be responsible for providing all required identification, licensing, and proof of insurance, etc., as well as obtaining any required driver safety training and airfield indoctrination before being authorized to drive into the FLRA. It is also the responsibility of the FLSB holder to return all expired FLSB's to the IA. In these cases, Station Operations, Bldg #153, will issue temporary badges and vehicle passes. Temporary badges and passes will be recorded in a log book with the minimum information being name of the individual(s), company name, phone number, time, date issued, name of individual issuing badge/pass, time and date recovered. Personnel issued a temporary badge/pass will be informed to return the badge/pass at the end of the day or when access to the FLRA is no longer required. Station Operations will ensure accountability of all temporary badges/passes is conducted at the end of each day.

(2) CDP requiring access over the length of a maintenance contract will be required to submit a request for a temporary badge for access and vehicle access. The ROICC will be required to coordinate contract requirements to Station Operations and the PMO. Once approved by Station Operations, contractors will report to PMO to receive a temporary badge for the length of the contract only. ROICC will be responsible for informing PMO of any contract extension or personnel changes to the contract. Contractors will be responsible for returning FLSB to PMO at the end of the contract. Badges will be issued for a six (6) month period only.

b. Pedestrian access

(1) Commanders are authorized to grant temporary access for pedestrians in their squadron area. If personnel are required to have temporary access, the Badge Control officer will have temporary badges available to issue. Badge Control Officers are required to maintain positive control over all FLSB. Temporary badges will be recorded in a

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log book with the minimum information being name of the individual(s), company name, phone number, time, date issued, name of individual issuing badge/pass, time and date recovered. Personnel issued a temporary badge/pass will be informed to return the badge/pass at the end of the day or when access to the FLRA is no longer required. Badge Control Officers shall ensure accountability of all temporary badges/passes is conducted at the end of each day.

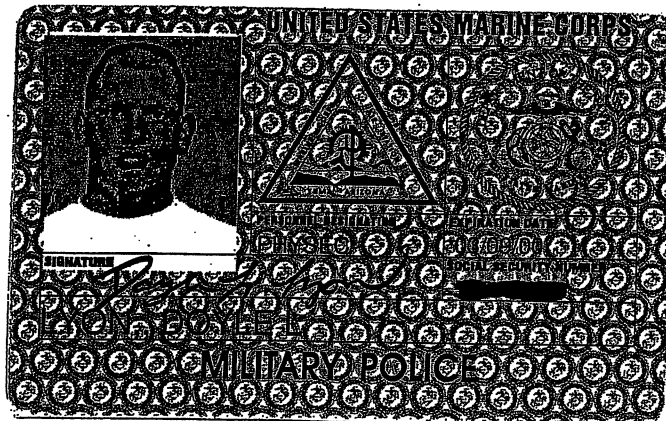
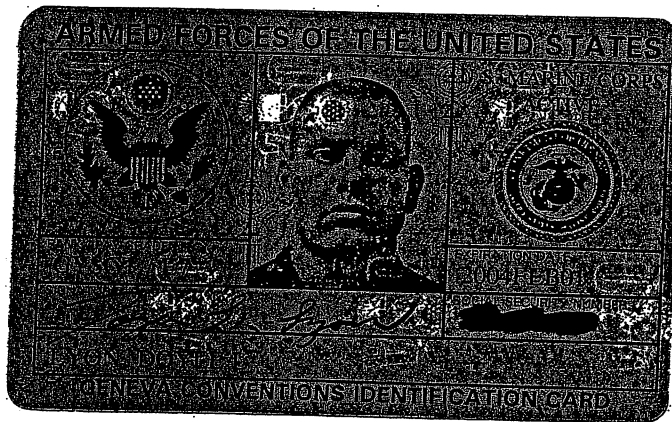
(2) The Station Operations Officer is authorized to grant temporary access for pedestrians. If personnel are required to have temporary access, the Operations Officer will have temporary badges available to issue. The Operations Officer is required to maintain positive control over all FLSB. Temporary badges will be recorded in a log book with the minimum information being name of the individual(s), company name, phone number, time, date issued, name of individual issuing badge/pass, time and date recovered. Personnel issued a temporary badge/pass will be informed to return the badge/pass at the end of the day or when access to the FLRA is no longer required. The Operations Officer will ensure accountability of all temporary badges/passes is conducted at the end of each day.

c. FLSB are not required for guests; however, personnel sponsoring guests into the FLRA are required to escorted them at all times. Sponsors are responsible for the conduct of their guests at all times.

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SAMPLE FLIGHT LINE ACCESS BADGES



ENCLOSURE (3)

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EMPLOYMENT OF BARRIERS

1. Barriers enhance access control efforts by channeling personnel and vehicles towards entry control points. They define the limits of the flight line restricted area. They act as visible deterrents to would-be violators and afford security force personnel the necessary time to dispatch reaction forces. Barriers may be either natural or manmade. MCAS Yuma will ensure all flight line restricted areas use an integrated barrier system tailored to meet the unique characteristics of the site, using fence lines, electronic security systems, lighting, and barricades to ensure the following minimum standards apply and conform to the provisions. When necessary, use temporary barriers during increased threat, installation of new fencing, and/or enhance ESS.

2. The installation Provost Marshal will:

a. Make recommendations concerning the location and types of barriers to be employed.

b. Review plans for the acquisitions/construction of barriers by tenant organizations (i.e., work requests, budget items, purchase orders, etc.) to ensure compatibility with security systems aboard the installation.

c. Recommend emplacement or removal of permanent or temporary barriers.

d. Ensure security force personnel inspect barriers at least monthly for good repair and to verify operability. Problems will be documented/reported as well as the appropriate actions taken for corrective action.

e. Be prepared to place barriers at all secured vehicle access points in THREATCON Bravo.

3. Facility Maintenance Officer will ensure that all construction involving FLS is coordinated with the PMO.

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THREAT CONDITIONS

Commanders must be cognizant of even subtle changes to local threat conditions. Accordingly, they are best suited to apply the appropriate precautions commensurate with the existing threat. In conjunction with the THREATCON procedures outlined in reference (b), the following measures will be implemented:

1. THREATCON NORMAL

a. Turnstiles will be open (free wheel) daily from 0500 - 2000. Personnel will require a card swipe for entry and exit between the hours of 2000 - 0500.

b. Vehicle gates will require card swipe for entry at all times.

c. All non-automated gates along the flight line perimeter fence will be barricaded with 8-foot jersey barriers. Access will not be authorized via these entrances.

2. THREATCON ALPHA. All turnstiles and gates will require a card swipe for entry and exit. Restrict all non-government vehicles from parking and operating within the FLRA.

3. THREATCON BRAVO

a. All turnstiles and gates will require a personal identification number (PIN) with card swipe for entry and exit.

b. The PMO will collect all temporary passes issued to Badge Control Officers. Personnel already issued temporary badges will be reviewed to ascertain if the requirement is still there and security will not be compromised. This includes all CDP FLSB issued. If temporary badges are required, they will be issued by the PMO during THREATCON Bravo or higher. Vehicle access points will be limited to one entrance for all traffic. Vehicle gate #3 will be used for all motor traffic requiring access to the FLRA. The only exception will be emergency vehicles responding to a valid emergency. PMO will man this gate to validate entry. Access rosters will be submitted to PMO by Station Operations.

4. THREATCON CHARLIE

a. All turnstiles and gates will require a card swipe, pin number for access, and a photo ID (AFID or GOV issued ID only).

b. Turnstiles will be limited to the following access point #5 and #8. PMO will ensure that these access points are manned by a member of the Crisis Management Force (CMT) who will have an access roster to confirm, if required, authorization for access.

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c. Vehicle gates will be limited to gate #3. The vehicle gate will be manned by a member of the CMT. A guard will be posted at this vehicle gate to grant and/or validate access. Only authorized vehicles will be given permission to access the FLRA. The Station Operations Officer may impose additional restriction on authorized vehicles during this THREATCON. Entry and exit will require a PIN, card swipe and photo I.D.

d. Barriers will be placed at all vehicle access points to prevent a vehicle from penetrating the FLRA. Emergency vehicles will only be able to use the one vehicle access point.

e. All temporary passes will be recalled. Personnel with temporary access will be denied access. All deliveries scheduled for the FLRA will be diverted to PMO Pass and ID where they will be screened. Units will be notified to pick up packages at this location. Large deliveries will be diverted to the Pass and ID parking lot for inspection. Authorization for delivery to the FLRA will be obtained by the Station Operations Officer or diverted to station supply for temporary storage.

5. THREATCON DELTA

a. The vehicle access point will be used by emergency vehicles, and those vehicles specifically approved by station operations only. Vehicular traffic will be severely limited in the FLRA. A guard will be posted at this vehicle gate to grant entry and exit. Entry and exit will require a PIN, card swipe and photo I.D. match.

b. All turnstile access points will be secured with the exception of two (2) turnstiles, #5 and #8. A guard will be posted at these access points to grant entry and exit. Entry and exit will require a PIN, card swipe and photo I.D. match.